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on Street and Highway Traffic
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News of the Institute of Traffic Engineers

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37 - REGULATIONS AND LAWS - Speed Limits

"Selective Speed Control" - Harry H. Harrison, Traffic Engineer, Illinois State Highway Department (Ninth Annual Convention, Greater New York Safety Council, April 19, 20, 21, 1938)

"Selective Speed Control, the subject of this paper, may be defined as being 'the judicious application of adequate enforcement, improved vehicle maintenance, and highway speed zoning sufficient to insure a reasonable degree of safety.'"

During the year ending with the National Safety Congress in Kansas City last October, a Committee on Speed and Accidents of the National Safety Council conducted probably the most exhaustive investigations which have as yet been undertaken.

This committee has now designed a series of five research studies to aid local authorities in developing their own control program, as well as to add data needed for a general report. Approximately sixteen states and a like number of cities are now carrying on one or more of these studies as a cooperative project with the committee.

An examination of legislation now in effect in all states proves that there exists today a greatly clouded or confused situation which doubtless has resulted from opinionative establishment of speed limits: Sixteen states have no rural maximum limit; one state, 25 m.p.h.; one state, 30 m.p.h.; four states, 35 m.p.h.; five states, 40 m.p.h.; eleven states, 45 m.p.h.; eight states, 50 m.p.h.; one state, 55 m.p.h.; one state, 60 m.p.h.

This survey which was completed last fall has disclosed the

Combined Publications — TRAFFIC ENGINEERING combines the Publications "Traffic Digest" and "Traffic News Letter"

the following facts:

1. Forty-two per cent of all cars tested had brakes which were illegal under the Illinois law, which requires a stopping distance not greater than 30 feet at 20 m.p.h.

2. The visibility afforded by the average headlight was found to be only two-thirds of that originally built into the lamps. Twenty-five per cent of the cars tested had headlamps which limited visibility to less than 190 feet.

3. Only 11% of the vehicles tested had both good brakes and good lights and 14.2% had both poor lights and poor brakes.

Any attempt to determine the safe speed values on streets and highways involves the use of such criteria as: the present prevailing speed, which is perhaps the governing factor; the volume and class of traffic; the inherent hazards; the type of intersection control; the accident experience; pedestrian interference; restrictions in sight distance; and the roadside development.

The result of the survey, in which 16,500 cars were observed at 88 stations, shows an observance rate of 80% operating at a speed not exceeding 5 m.p.h. above the posted limit. An interesting fact is that this 80% rate prevailed throughout all zones in business, residence, and suburban districts.

To effectively supervise safe operation on the streets and highways we must:

1. Provide additional police personnel and modernized speed legislation.

2. Require higher standards of vehicle maintenance.

3. Determine and plainly indicate the speed at which it is safe to drive.

38 - REGULATIONS AND LAWS - Pedestrian

"Will Traffic Law Enforcement Save Pedestrian Lives?" - Lloyd A. Blanchard, Field Representative, National Safety Council (Ninth Annual Convention, Greater New York Safety Council, April 19, 20, 21, 1938)

"The term,'enforcement index', is that which is applied to the ratio of convictions in moving violations to the total fatal and personal injury accidents over any given period in any community."

In Trenton, New Jersey, the results of a year's operation of a Traffic Enforcement Budget are as follows: Fatal accidents down 5-1/2%; personal injury accidents down 15%; pedestrian accidents down 15%; preschool child pedestrian accidents down 53%; and school age child pedestrian accidents down 11%.

Mr. Blanchard concludes that:

1. Traffic law enforcement can be made effective in reducing pedestrian casualties.

2. Enforcement must be correlated with locations and other facts about accidents.

3. Accidents must be interpreted in terms of law violations, and concentrated enforcement must be applied to these violations.

4. Convictions and not merely arrests will elevate the standard of driving to a more appropriate level.

5. Accident trend is the proper basis, rather than a single year or month, for determining in advance the scope and degree of enforcement.

6. Enforcement must reach a certain level before it affects the accident experience. Arrests and convictions below that level are of little value.

7. Traffic law enforcement must be supported by a comprehensive, continuous, and effective pedestrian education program conducted on a basis equal to that applied to other phases of the traffic accident problem.

8. Additional physical protection must be afforded pedestrians through special signal periods, barriers at certain locations, more adequate illumination, and more complete supervision of pedestrians by traffic officers.

39 - REGULATIONS AND LAWS - State

"New Laws for Motors" - Samuel J. T. Coe (New York Times, May 1, 1938, page SXX)

Governor Lehman of New York has vetoed a bill which would have raised the day speed of automobiles and trucks to 50 and 40 miles per hour respectively, and the night speed to 40 and 35 miles per hour. The objection was that it would encourage speeding and increase the difficulty of convicting reckless drivers.

The state now has jurisdiction over traffic-actuated lights, signs, and parking on all state highways in cities as well as outside. Right turns on red are now permitted on an entering highway, but not on a crossing highway.

40 - REGULATIONS AND LAWS - Uniformity

"Safety Value of Practical Cooperation Between States" - Arthur Magee, Commissioner of Motor Vehicles, State of New Jersey, Trenton, New Jersey.

In motor vehicle regulation, the cry for years has been one for uniformity in legislation. That cry is based upon the fact that the automobile knows no boundaries.

It was fourteen years ago that the first National Conference on Street and Highway Safety was called in Washington. But we do not yet have uniform regulations governing the movement of traffic.

One explanation is that conditions are vastly different in various parts of the country. What seems feasible in the densely populated areas of the industrial east seems less so for the areas of

magnificent distances in the middle west and other sections.

We now see that the original program was somewhat too vast. The hope for uniformity lies in dealing with it from the standpoint of standardizing legislation and regulation throughout areas where similarities of population, geography, industrialization, and social psychology exist.

"However, because of our form of local self-government -- which, I hasten to add,I am not criticising -- the policy of revoking or suspending licenses does not gain its full effectiveness. In this area we have the New York government; a few miles to the south, that of New Jersey; and close at hand on the east, Connecticut.

" These three states are among the most active in the country in the field of suspending drivers' permits. But complete effectiveness is lacking because, denied the right to drive in one jurisdiction, many citizens, forgetting their bad pasts, move into another. It would be a good thing for the potency of the policy of suspension or revocation, not only here but elsewhere throughout the country, if there were established a policy of interchanging information on this subject."

41 - SAFETY ACTIVITIES - General

"Bend Down the Death Line" - Published in New Jersey Municipalities, March, 1938.

"Obtaining proper and adequate state financial aid for reducing your municipalities accidents depends on your advising state officials of your need and desire for aid. Advise them today and keep them advised. -----Fine theories to the contrary. Democracy at work is government by pressure groups."

The article is an appeal to the public to urge continued activity to promote street and highway safety. Particularly the need to reduce night accidents is pointed out. Individuals are urged to write to state legislators.

42 - SAFETY ACTIVITIES - Educational

"Why No Greater Success?" - William J. Cox, Assistant Prof. of Engineering Mechanics, Yale University, New Haven, Conn. (Ninth Annual Convention, Greater New York Safety Council, April 19, 20, 21, 1938)

Deaths last year from collisions with fixed objects were 27% below the 1933 number; deaths from collisions with other vehicles were down 28%; deaths of child pedestrians were down 40%; but deaths of adult pedestrians were practically the same in 1937 as in 1933.

In 1923, substantially the same number of adult pedestrians were killed as of children -- 400 each. Fifteen years later, four adults were killed for each child. The reduction in child deaths has been due

1. To careful analysis of the child accident problem to determine where, when, by whom, and why children were being struck by automobiles; and

2. To definite steps, intelligently planned and carried out, to deal with the specific problems revealed by the analysis.

In the case of children the procedure has been, first, to find the particular hazards that beset each age, to eliminate those hazards in so far as practicable, and then to instruct each child in respect to his own particular dangers. The kindergarten child has not been taught the hazards of bicycling or of "hitching on." He has been instructed where and how to cross the street and that he must not run suddenly into the roadway. With increasing age, the hazards of playing in the street and of stealing rides have been stressed; at a later age still the dangers of careless bicycling and things of that sort have been considered. Two ideas have guided this instruction: first, to make it reach the persons needing it; second, to make it deal with the particular hazards confronting those persons.

Why no greater success in regard to night accidents? Because no effort has yet been made to acquaint elderly pedestrians with the fact that under conditions of visibility that often exist at night, a driver is frequently within less than stopping distance of them before they can be seen.

43 - SAFETY ACTIVITIES - Fleet Safety

"Sustaining Driver Interest Through Safety Meetings" - Dwight McCracken, Assistant Chief Engineer, Automobile Safety Division, Liberty Mutual Insurance Company (Sixteenth Annual Mid-West Safety Conference)

In providing an accident prevention service for several thousand fleet policyholders, the Liberty Mutual Insurance Company has developed a "Five Point Plan for Fleet Safety." The plan calls for:

1. The keeping of accident records, showing how, why, when, and where accidents are occurring and which drivers are having them.

2. The provision of safe vehicles, both as to equipment and maintenance. Drivers are more impressed with their management's sincerity in the safety program if they are given well-conditioned, nice-appearing vehicles to operate.

3. The careful selection of new drivers by the use of special applications, road tests, mental and physical tests, and careful checking of references for past accidents.

4. A continuous program of education and training.

5. The establishment of a system of awards and penalties to honor the accident-free drivers and discipline the accident "repeaters." The important thing is the fairness, certainty, and promptness with which they are meted out in accordance with the agreed rules. Awards should be made at safety meetings with as many drivers present as possible, so as to attach maximum honor and significance to these recognitions of skill.

Every effort should be made to schedule safety meetings at a time which will be convenient for the drivers. Meetings which are held before starting on duty have several advantages: The drivers are fresh and rested and their minds are keener and more receptive; meetings held before drivers go on duty have the advantage of recency. No hours of pleasure and slumber intervene between the time the driver receives the message and the time he puts it into actual practice on the road. Another advantage is that, in most cases, since the drivers must start work at a

definite time, the meeting is working against a "dead-line" and cannot drag.

If meetings are to be held on company time, the management will want to weigh the accident prevention savings against the extra salary expense incurred by the meetings. The average uninsurable costs of accidents have been variously set at an average figure varying from $50.00 to $85.00 per accident. Sixty minutes of a driver's time costs only from 40 to 90 cents. If we take 65 cents as an average figure, we see that a safety meeting of 100 drivers would pay for itself if it prevented just one accident at the rate of $70.00 per accident.

The management should make it a point to show the drivers where the experience can be improved. There are five different channels for improvement, any one or more of which can be discussed: Accident frequency, accident costs, trend, prevalent types, and repeaters.

There are many specially prepared "Right and Wrong" tests which can be taken easily and quickly by drivers. One such test requires only seven minutes to complete.

Another activity which meets with an enthusiastic response from drivers is to describe and illustrate one or two interesting accidents which can easily be dramatized and then take a vote to let them judge the actions of a particular driver involved.

In general, it can be said that drivers who cause accidents are of two types:

1. Those whose accidents result from unintentional or inadvertent driving mistakes due to lack of skill, knowledge or attention.

2. Those whose mishaps occur because of mistakes wilfully made while indulging in some practice known to them to be unsafe or discourteous, usually both.

44 - SAFETY ACTIVITIES - New Jersey

"Safer Highways -- Who Wants Them?" - A. Harry Moore, Governor of New Jersey (New Jersey Municipalities, April, 1938)

The motorists and pedestrians of New Jersey want safety built into their streets and highways. First, because they are paying for it, and second, because the fact finding activities of the Motor Vehicle and State Highway Departments have given proof that greater safety can be achieved through proper spending.

An outstanding example of the desire of the State Highway Department and municipal officials to follow the dictates of the public is found in their cooperating to contract for the improvement of lighting conditions on 140 miles of state highways. The trend of fatal accidents at night is upward, increasing from 530 in 1932 to 808 in 1937. Day accidents decreased from 409 in 1932 to 360 in 1937 despite increased traffic.

New Jersey is faced with inadequate highways. The State Highway Department has but limited funds. The obtaining of many millions from the WPA was a "master stroke of planning" for greater safety.

People should let lawmakers know they want a continuance of

the fine work being done by the State Highway Department.

45 - STREETS AND HIGHWAYS - General

"The Traffic Problem" (Life Magazine, July 4, 1938)

Life Magazine, in its July 4th issue, published a 12-page study of highway traffic in the United States. Letters were sent to a number of traffic engineers and others asking for opinions of the presentation. One of the replies received gives the following digest of the article:

"This significant picture story constitutes an important effort to effect, through the visual education of definite photographs and drawings, a substantial contribution to the campaigns for national safety now being waged on many fronts.

"Of particular interest are 5 pages of striking Rockwell Kent drawings entitled:

1. A Motorist's Nightmare.
2. American Roads Are Only One Half as Fast as the Cars Traveling on Them.
3. Four Main Types of Accidents.
4. People Who Cause the Four Types of Accidents.

"The study cites the work of Dr. Miller McClintock, 'No.1 U.S. Traffic Expert', and Mr. Paul G. Hoffman, President of Studebaker Corporation and of the Automotive Safety Foundation; depicts the one-level city intersection of today and the two-level intersection of tomorrow; photographically presents such superhighways as the new $2,000,000-per-mile Henry Hudson Parkway, the depressed highway of St. Louis, and the Mt. Vernon Memorial near Washington; and lists 15 Commandments dealing with car, driver, and highway, the enforcement of which, Life declares, would make driving 90% safer."

46 - STREETS AND HIGHWAYS - Capacities

"Moving Today's Traffic" - John J. Gibala, Traffic Engineer, New York Police Department, New York City; member I.T.E. (Ninth Annual Convention, Greater New York Safety Council, April 19, 20, 21, 1938)

Mid-Manhattan, having only two square miles or less than one per cent of the total area of the City of New York, has 78 miles of roadway interspersed with 417 street and avenue intersections, with as many as 20 intersections per mile of roadway along the avenues. Into this area of square miles there is a steady influx, hour by hour, until the peak of accumulation is reached during mid-afternoon. Then, after a short period of ebb-tide, during which the "in and out" is balanced in reduced activity, the tide of humanity reverses itself.

This seven-hour accumulation of 24,000 vehicles along 141 miles of curb space is coupled with an existing hourly dynamic load of 40,000 vehicles to share the right-of-way with nearly a million pedestrians, across the 1,000 crosswalks at street intersections.

The streets of this city with its more than 900,000 annually registered motor vehicles are now carrying about 20,000,000 vehicle miles daily. Further analysis reveals that about 25% of our roadway mileage is carrying 75% of the traffic load.

Some of Mr. Gibala's recommendations follow:

Old Man Delay is certainly cheated out of many hours by the inauguration of one-way thoroughfares. It takes only a few seconds longer for a few unaccustomed drivers to reach their destination within a network of one-way streets. Twelve hundred miles, nearly 25% of our street mileage, is designated for one-way travel.

Thirty express cross-town, or simply no parking streets throughout the congested area in the Borough of Manhattan have cleared away nearly 8,000 parked cars daily from nearly 60 miles of curb space. Earlier, before and after studies, indicate that the express streets were carrying 40% more traffic daily at speeds 20% greater. The peak hour loads increased 87%, while adjacent non-express streets lost 10% of their traffic.

Are we spending enough to move our traffic? The price is fifty cents per hundred vehicle miles, while during the winter the cost is twice as great.

One may consider the highways of this or any other city as virtually cash registers for other than municipal agencies. Park Avenue, for example, may be considered as actually earning for both the State and Federal Government the tidy sum of $180,000 per year, while the Queensboro Bridge earns annually about $100,000 in gasoline taxes alone.

47 - STREETS AND HIGHWAYS - Superhighways

"Merritt Parkway Aids Drivers" (New York Times, June 26, 1938, page XX)

The first section of the Merritt Parkway, costing $20,000,000, provides two 26 foot roadways on a 300-foot right-of-way from Westchester County to Route 123 near Norwalk, Conn. It will save more than 20 minutes. Commercial vehicles will continue to use the Boston Post Road. The landscaped center island is 21 feet wide except at structures where it becomes a curb 1 foot wide. To outline the pavement edges glass reflector buttons have been installed in indentations of the curbs at intervals of 5 to 22 feet. Traffic signs and markers are of the indirect lighting type. The speed limit is 45 miles an hour.

48 - STREETS AND HIGHWAYS - Lighting

"New Night Driving Aid" - Merril Folsom (New York Times, May 22, 1938, page 8XX)

Reflector markers are being used on Anderson Hill Road, Purchase, N. Y. A luminous outline of the road is provided by the reflector markers, which stand 4' high at 3' from pavement and are spaced 100' apart. Each steel marker post is capped with a hood containing 3 "lucite" discs on front and back.

A test is also being made of glass beads set in adhesive on the center line of this road. They are visible for 800', while the ordinary white line is visible for only 300'. These increase the cost of the center line by 50%. Fences, rocks, and trees beside the pavement are likewise marked by patches of fabric containing these beads.

News About the Traffic Engineering Profession

POSITIONS AVAILABLE

Detroit, Michigan. On July 25th a special bulletin was sent to all Institute members informing them of three positions open in the newly created traffic engineering department, City of Detroit. Since the Civil Service Examinations for the three positions will be given on August 3rd and 4th, it was impossible to wait and give full details in this issue of Traffic Engineering. The three openings to be filled are as follows:

Associate Traffic Engineer - $4,200 per year
Assistant Traffic Engineer - (Traffic Control) - $3,600 per year
Assistant Traffic Engineer (Graphic and Statistics) - $3,600 per year

It is hoped that any of those Institute members desiring a change in position have already filed application for one of these openings.

Evanston, Illinois. Civil Service Examinations for the position of Traffic Engineer will be held in Evanston early this fall. Applications must be mailed to the Civil Service Commission, City Hall, Evanston, Ill., not later than September 15, 1938. Minimum qualifications for passing include technical training or experience in traffic engineering. It is not necessary that the applicants be residents of Evanston. The examination will be based on traffic engineering education, training and experience. The salary for this position is $2160 annually.

For further details write to the Civil Service Commission, City Hall, Evanston, Ill.

Interstate Commerce Commission. The Bureau of Motor Carriers, Interstate Commerce Commission, announces an open competitive examination for the position of Safety Instructor ($2600 a year). The examinations will be held in sixteen districts throughout the country. It is necessary that all applications be on file with the U. S. Civil Service Commission at Washington not later than August 15. Applications from certain far western states have until August 18 for filing. The duties of this position will include investigation of accidents and complaints involved in highway motor carrier transportation, inspection of vehicles for safety equipment, aiding of motor carrier in the development of safety activities, cooperation with motor vehicle departments and police enforcement agencies in the promotion of highway safety and delivering of safety addresses to various clubs.

Those interested in seeking this position should contact the Bureau of Motor Carriers, Interstate Commerce Commission, Washington, D. C. for further details.

REVISIONS OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

On July 13th a meeting of the Joint Committee on Uniform Traffic Control Devices was held in Washington. E. W. James (Member) is Chairman of this Committee. Institute members serving on this Committee are: Graham Cole, Burton Marsh, William Powell, Walter Rosenwald, Clarence Taylor, Arnold Vey, Sidney Williams, and Harold Hammond.

Many minor revisions of the Manual were considered and adopted. Considerable attention was given to stop signs, route markers, pedestrian traffic signals and center lines. Preliminary drafts of the revisions will probably not be ready before September. Those interested in obtaining a copy of the revision should write to Mr. E. W. James, Chief of Highway Transport, Bureau of Public Roads, Washington, D. C.

PLANNING OFFICIALS DISCUSS TRAFFIC ENGINEERING

At the National Conference on Planning held in Minneapolis June 20-22, considerable attention was given to the subject of traffic engineering. The committee for traffic studies in relation to city planning tried to develop the idea that while traffic studies bear a definite relation to city planning, traffic engineering is not simply a detail of city planning but something that must be directed by trained engineers while city planning may be done by trained men of other fields.

There seems to be a growing feeling that the mass of data being collected in regard to traffic matters is not of great value because it cannot be analyzed except at great cost, and where it can be analyzed the results simply prove something that is already known. Consequently, it was suggested that progress in traffic engineering can best be advanced by conferences of traffic men who are up against a daily traffic problem. From their wealth of accumulated knowledge, these men can come to decisions as to what is necessary to advance city traffic-planning programs.

The relation of traffic to out-dated housing was considered worthy of more extended study. Every city is faced with the problem of maintaining values in its downtown district. Further decentralization and loss of millions of dollars in property values will occur unless some solution is found for the parking problem. Zoning, street widening and parking meters were considered as helpful in checking this decentralization.

TEXAS TRAFFIC SAFETY CONVENTION

On June 15th the first Statewide Traffic Safety Convention was held in Fort Worth, Texas. At this convention was formed a permanent statewide organization. It is the direct outgrowth of a committee appointed by Governor Allred one year ago. Mr. C. J. Beckenbach, (Affiliate) Traffic Engineer, City of Dallas, was Chairman of the Executive Committee. To some Traffic Engineers this type of an activity may not seem important. However, it is a type of service which the Traffic Engineers should not neglect, because it affords opportunities to work with civic groups to further the cause of better traffic control.

A NATIONAL INSTITUTE FOR TRAFFIC SAFETY TRAINING

A National Institute for Traffic Safety Training will be held at the University of Michigan, Ann Arbor, August 8 to 20. Technical courses are being given both weeks on the subject of Traffic Engineering. The first week will be devoted to traffic studies. This will include the three most important types of traffic studies: Analysis and study of high accident frequency intersections, volume counts, and speed and delay studies. The second week will be devoted to traffic equipment, signs, signals, markings and islands. Both weeks will include field investigations, study problems, and seminars. The course may be attended by any one who is a full time employee of a city or state governmental traffic organization which has authority and responsibility for conducting traffic studies in connection with signs, signals, markings and islands. For further information about this write to Sidney J. Williams, 20 No. Wacker Drive, Chicago, Ill.

WILLIAM P. ENO TO ERECT TRAFFIC LABORATORY

A highway safety laboratory will be erected in Saugatuck, Conn., by the Eno Foundation through contributions and funds made possible by William P. Eno (Honorary Member). Last week the ground was broken for the construction of the first building in the world to be dedicated solely to experiments and developments in highway traffic safety. The cubic footage totals about 125,000 and the building will be about 110 feet long and approximately 60 feet deep. It will be fire proofed and slate roofed. Rooms will be set aside for filing offices, traffic laboratories and libraries, traffic museum and assembly room and storage space.

Although it is not definite, as yet, just what manner or form of experimentation will be adopted, it is expected that the building will contain equipment for all kinds of traffic devices, miniature highways for experiments in flow of traffic and apparatus for propagation of highway safety dissemination. It is expected that the work of the foundation will dove-tail with the highway work carried on at Yale. Professor Tilden, President of the Eno Foundation is also Head President of the Engineering Department at Yale.

One of the first things to go into the building will be Mr. Eno's thirty-nine scrap books on the subject of traffic engineering and traffic control. An invitation has been extended to the Institute to place all issues of the Proceedings in the library of this new building. It is expected that the building will be completed by January 1.

The Institute is indeed proud to have, as one of its members, Mr. Eno who has done so much to further traffic engineering not only in this country but in Europe, South America and Japan.

TRAFFIC ENGINEERING CONSULTANT

Mr. Henry Brinckerhoff (MEMBER) of Parsons, Klapp, Brinckerhoff and Douglas, Engineers, has completed a traffic study of South Penn Highway Project, for the Pennsylvania Commission. The study and report covered

investigations of vehicle traffic across the mountains of Pennsylvania. They were based upon a long series of investigations and traffic checks. The proposed highway is to be 160 miles in length and will require the building of nine tunnels. The latter will reduce the grades from 6% and 8% on the existing highway routes #22 and #30 to a maximum of 1-1/2%.

The report prepared by Mr. Brinckerhoff has been used by the Commission for the purpose of financing the bond issue covering the expense of construction. It is estimated that the cost will be between fifty and sixty million dollars.

Mr. Brinckerhoff has also spent considerable time in the past year serving as consultant on the development of transportation agencies for the World's Fair visitors. An article appeared in the Municipal Engineers Journal, Volume 23, 1937, about this. Shortly another article will appear on the same subject in the Engineering News Record.

NEWS FROM PORT ELIZABETH, SOUTH AFRICA

Mr. C. B. Tiran (Affiliate) Chief Traffic Officer, City of Port Elizabeth, South Africa, has sent the Institute some interesting facts about the accident trend in his city.

During the first quarter of 1937 Port Elizabeth had the highest accident rate (in proportion) in the Union. Mr. Tiran then started his accident prevention campaign and during the period May to December, 1937, the following reduction was recorded.

Accidents	11.3%
Deaths	11.7
Injuries	12.0

Since that time Port Elizabeth has continued to show a reduction. Mr. Tiran, in his report to the Safety First Association in South Africa on Highway Accidents and Casualties, showed the following:

	1937	1938
Accidents	268	192
Motor Vehicles involved	335	255
Pedal Cycles involved	76	58
Persons injured	120	103
Persons killed	3	3

We are pleased to have this report from South Africa and to see that our fellow member, Mr. Tiran, is making such excellent progress.

GOLDIE ON CARNEGIE FELLOWSHIP

George N. Goldie, (Associate) Assistant Chief Traffic Inspector of Wellington, New Zealand, is on a two months tour in the United States studying the American ways of handling the traffic problem. He plans to pick up considerable information on traffic engineering practices, motor vehicle inspections, drivers license examinations and general enforcement procedures. Mr. Goldie during his first week in the United States spent considerable time picking up first hand traffic information in the New York area. On leaving New York his itinerary will include Philadelphia, Washington, Chicago, Evanston, Milwaukee, Ann Arbor, St. Paul, Portland and Los Angeles. In all these cities he plans to contact Institute members. Through them he plans to develop such other contacts as he may wish to make.